

**Amendments to the Claims:**

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A wheel suspension assembly for a vehicle having wheels and a chassis, the suspension assembly comprising:

at least twoa suspension members which isare rotatably attachable to the chassis, theeach suspension member being designed to rotatably receive a wheel for rotation about a first axis;

at least two electrica drive units which isare mountable on the chassis, each said electric drive unit having an axis of rotation that is substantially perpendicular to the first axis; and

a transmission unit for each said electric drive unit, for transferring a drive force from theeach said drive unit to a respective one of the wheels, theeach said transmission unit including a gearbox that aligns the rotational axis of the drive unit with the first axis, each said transmission unit also being extendible and retractable between the corresponding drive unit and the respective wheel to accommodate pivoting of the suspension member relative to the chassis.

2. (Original) The suspension assembly of claim 1, further comprising:  
a transverse beam attached to the chassis, the suspension member being attached to the transverse beam.

3. (Original) The suspension assembly according to claim 2, wherein the suspension member is attached to the transverse beam at one end of the beam.

4. (Original) The suspension assembly of claim 2, further comprising:  
vibration isolators between the beam and the chassis.

5. (Original) The suspension assembly of claim 1, wherein the transmission unit comprises a gear reduction unit.

6. (Original) The suspension assembly of claim 1, further comprising a control unit for controlling at least two of the wheels when driven to obtain the desired drive characteristics of the vehicle, whereby at least two of the wheels may be driven at the same or different speeds according to predetermined drive parameters of the vehicle.

7-8. (Cancelled)

9. (Original) The suspension assembly of claim 1, further comprising:

a pivot which is rotatably attachable to the chassis, the suspension member being attached to the pivot.

10. (Original) The suspension assembly of claim 9, wherein the suspension member is a trailing arm suspension unit.

11. (Original) The suspension assembly of claim 10, wherein the trailing arm suspension unit is in the form of a triangular frame, wherein a first corner of the triangular frame is mounted to the pivot such that an axis of rotation of the pivot is the axis of rotation of the trailing arm suspension unit, wherein a second corner is designed to rotatably receive a wheel and wherein a third corner interfaces with a shock absorption unit.

12. (Original) The suspension assembly of claim 1, wherein the transmission unit comprises a constant velocity joint being extendible and retractable between the drive unit and the wheel to accommodate pivoting of the suspension member relative to the chassis.

13. (Original) The suspension assembly of claim 1, wherein the transmission unit comprises a drive shaft and two constant velocity joints, said constant velocity joints being located at each end of said drive shaft and, being extendible and retractable between the drive unit and the wheel to accommodate pivoting of the respective suspension member relative to the chassis.

14. (Cancelled)

15. (Original) The suspension assembly of claim 2, wherein the drive unit is mounted on the chassis above the transverse beam, and wherein the transmission unit includes a downwardly extending drive shaft.

16. (Currently Amended) A wheel suspension assembly for a vehicle having wheels and a chassis, the suspension assembly comprising:

at least two spaced suspension members which are rotatably attachable to the chassis, each of the at least two suspension members being designed to rotatably receive a wheel for rotation about a first axis;

at least two spaced electric drive units, which are, mountable on the chassis,  
each said electric drive unit having an axis of rotation that is substantially perpendicular to  
the first axis; and

at least two transmission units, each of said at least two transmission units interconnecting one of said electric drive units to one of the wheels, each of said transmission

units transferring a drive force from said corresponding one of said drive units to said corresponding one of said wheels, ~~the each~~ said transmission unit including a right angle gearbox that aligns the rotational axis of the drive unit with the first axis and a constant velocity joint that is being extendible and retractable between said corresponding one of said drive units and said corresponding one of said wheels to accommodate pivoting of the respective suspension member relative to the chassis.

17. (Original) The suspension assembly of claim 16, further comprising:  
at least two pivots which are rotatably attachable to the chassis, each of said at least two suspension members being attached to one of said at least two pivots.

18. (Original) The suspension assembly of claim 17, wherein the suspension members are trailing arm suspension units.

19. (Original) The suspension assembly of claim 18, wherein the trailing arm suspension units are in the form of a triangular frame, wherein a first corner of the triangular frame is mounted to one of said pivots such that an axis of rotation of the pivot is the axis of rotation of the trailing arm suspension unit, wherein a second corner is designed to rotatably receive a wheel and wherein a third corner interfaces with a shock absorption unit.

20. (Cancelled)

21. (Original) The suspension assembly of claim 16, wherein each of said at least two transmission units comprises a drive shaft and two constant velocity joints, said constant velocity joints being located at each end of said drive shaft and, being extendible and retractable between the drive unit and the wheel to accommodate pivoting of the respective suspension member relative to the chassis.

22. (Cancelled)

23. (New) The suspension assembly of claim 16, wherein the right angle gearbox is adjacent to a wheel hub that receives the corresponding wheel.

24. (New) The suspension assembly of claim 1, wherein the transmission further includes a drive shaft, step down gearing, and a right angle gear box.

25. (New) The suspension assembly of claim 24, wherein the right angle gearbox is adjacent to a wheel hub that receives the corresponding wheel.

26. (New) A bus containing the suspension assembly of claim 1, wherein ge chassis of the bus has a width and each electric drive unit is mountable on the chassis

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substantially at a widthwise extremity.

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